

INTELLOFAX 30

INFORMATION REPORT
 CONFIDENTIAL

COUNTRY USSR (Karelo-Finnish SSR)

SUBJECT Petrozavodsk Airfield

PLACE
 ACQUIRED

DATE OF
 INFO

25X1

CD NO.

25X1

DATE DISTR. 7 March 1952

NO. OF PAGES 2

NO. OF ENCLS. 1
 (LISTED BELOW)

SUPPLEMENT TO 25X1
 REPORT NO.

THIS IS UNEVALUATED INFORMATION

1. An airfield, about 1,000 x 900 meters, was located northwest of Petrozavodsk (61°46'N/34°20'E), Karelo-Finnish S.S.R. The field had no railroad connection; however, coming from the direction of Petrozavodsk a single-track railroad line passed near the field. It disappeared in a wooded area to the northwest. The field had a runway covered with concrete slabs 20 cm thick resting on a layer of cinders about 30 cm thick. The landing field sloped slightly toward the south. Several aircraft revetments with concrete surfaces were observed on the western border of the field. Leveling operations were under way and concrete slabs were being laid at the eastern edge of the installation in September 1947. The field was a military installation completed early in September 1947. Preparations for the construction of the field began in the fall of 1946.
2. Seven corrugated sheet metal hangars each with a capacity of three three-engine planes were at the western edge of the field. North of the hangars was a building about 45 x 30 meters with three sliding doors. [redacted] this building was a repair hangar. The quarters for the airfield personnel were said to be in the woods west of the field. The installation was provided with red boundary lights.
3. [redacted] there was an underground fuel dump at the edge of the woods. South of this there was an underground bomb dump. The bomb dump was connected with a narrow-gauge field railroad track which terminated at the western edge of the field. Trucks, loaded with bombs about one meter long and 30 cm in diameter, were parked.
4. Three-engine planes, fitted with single rudder assemblies and landing gears retracting rearward, began flying in August 1947. The craft mounted a gun turret on the fuselage between the cabin and the rudder assembly. A turret having a machine gun was under the fuselage in line with the leading edge of the wing. Six ring-shaped devices referred to as bomb suspensions were seen under each wing. *
5. Flying was observed almost daily over Petrozavodsk. Most of the aircraft observed were single-engine planes which flew individually or in formations

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Document No. [redacted]
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 Class. Changed To: TS & C
 Auth: NS 10-1
 12 SEP 1978
 By: [redacted]

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Approved For Release 2006/03/03 : CIA-RDP82-00457R010900030008-4

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of up to 18 aircraft. The planes were low-wing monoplanes fitted with in-line engines, ellipsoidal wings and a pan-shaped attachment under the fuselage.

* Comment. The identification of this three-engine plane cannot be determined. It is believed that twin-engine planes were actually seen. observed LI-2 planes at the field in 1947.

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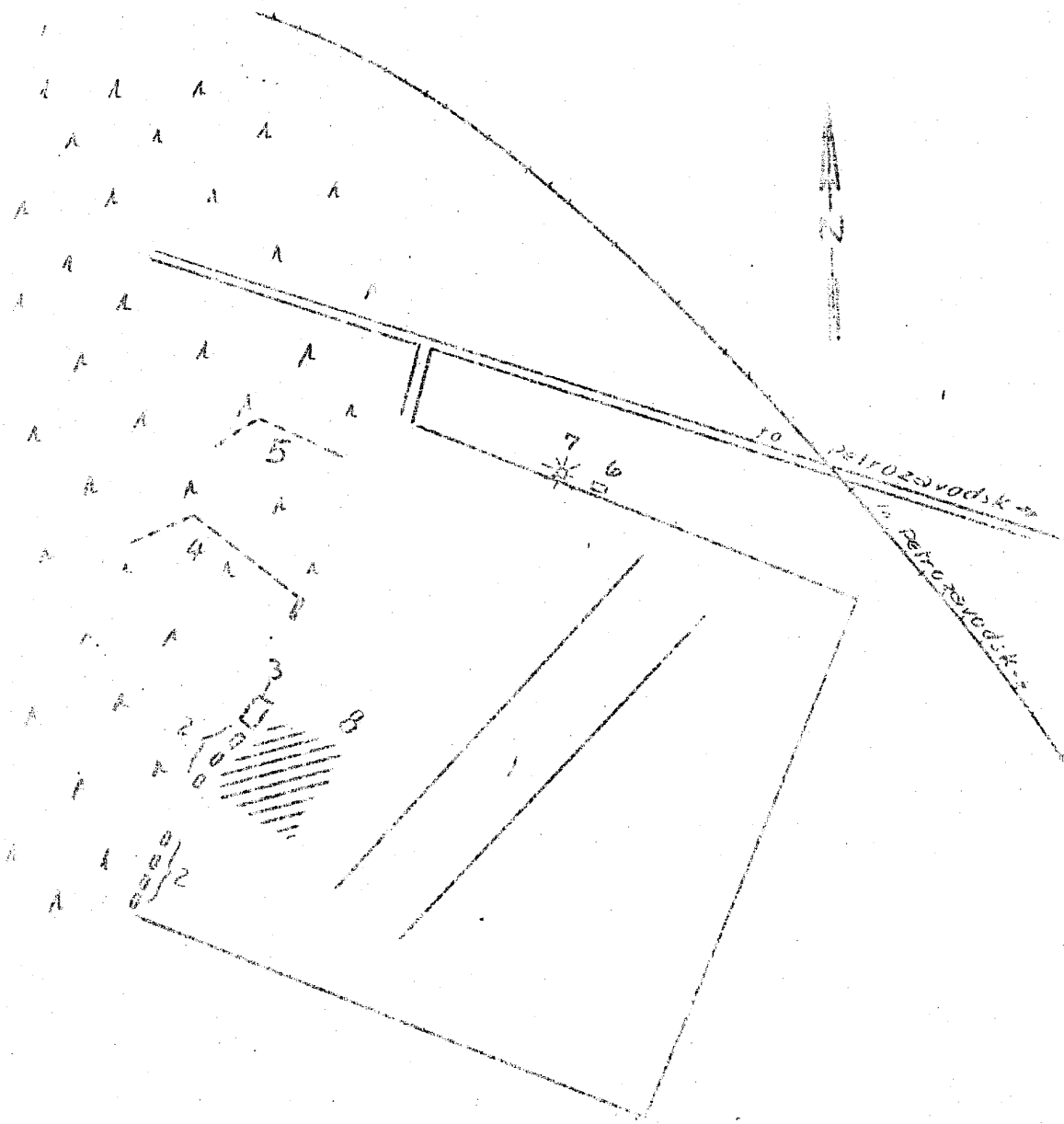
1. Runway.
2. Hangars.
3. Repair hangar.
4. Underground bomb dump.
5. Underground fuel dump.
6. Administration building.
7. Guard tower.
8. Aircraft dispersal area.

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